

REMARKS

This case has been carefully reviewed and analyzed in view of the Official Action dated May 19, 2004.

The Examiner has objected to claims 1-10 because of informalities. Further, the Examiner has rejected claims 1-19 under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Claims 1-10 have been canceled and replaced with new claims 11-18 in order to overcome this objection and rejection.

Moreover, the Examiner has rejected claims 1, 2 and 4-10 under 35 U.S.C. 102(b) as being anticipated by Sugimoto. In addition, the Examiner has rejected claim 3 under 35 U.S.C. 103(a) as being unpatentable over Sugimoto in view of Osenbaugh et al. However, it is respectfully requested that these rejections be withdrawn in light of the following reasons.

Sugimoto, the first reference cited by the Examiner, discloses a limited slip differential gear employed by a vehicle and teaches an improved central speed control mechanism comprising a housing and a cover, a gear set and shaft sections. Nevertheless, this reference fails to disclose or teach a central speed control mechanism for remote control cars comprising: a housing and a cover connectable to each other and being respectively provided with corresponding grooves on an inner wall, tooth rim provided on a rim of the cover, at least a pivot each provided with a helical gear at an end and passing through both of the housing and the cover; and a gear set including a positioning block, a plurality of bevel gears and axles, axle holes being equally provided on a periphery of the positioning block for the axles to engage and position therein, a central hole with a cone surface being provided in the bevel gear, a front end of the axles being provided with a positioning pillar which

forms a cone surface by degree, a rear end of the axle being in the form of the same shape as a groove on the inner wall of the housing for engagement purposes, expanding stairs being provided in an end the central hole of each bevel gear of the gear set for receiving an O-ring therein, such that when the bevel gear is drawn back due to centrifugal force, press on the O-ring generates a flexibility restoring force; whereby when inserting the axles into the central hole of the bevel gear along the cone surface, the axle is assembled to the periphery of the positioning block; and after assembling the gear set into the housing and connecting the cover with the housing as a whole, the helical gear at the end of the axle will engage with the bevel gear; when the speed control mechanism rotates, the cone surface of the central hole of the bevel gear will match with the cone surface of the axle; and under centrifugal force generated by the bevel gear of the gear set, the bevel gear would be drawn back to form a cone-engagement stopping force along an axis direction of the axles, thereby generating a damping force. Hence, this reference can be clearly distinguished from the present invention.

Osenbaugh et al, the second reference cited by the Examiner, discloses a differential gear mechanism and teaches washers provided for urging the gears apart from one another into frictional engagement. Likewise, this reference still fails to teach or suggest a central speed control mechanism for remote control cars comprising: a housing and a cover connectable to each other and being respectively provided with corresponding grooves on an inner wall, tooth rim provided on a rim of the cover, at least a pivot each provided with a helical gear at an end and passing through both of the housing and the cover; and a gear set including a positioning block, a plurality of bevel gears and axles, axle holes being equally provided on a periphery of the positioning block for the axles to engage and position therein, a central hole with a cone surface being provided in the bevel gear, a front end of the

axles being provided with a positioning pillar which forms a cone surface by degree, a rear end of the axle being in the form of the same shape as a groove on the inner wall of the housing for engagement purposes, expanding stairs being provided in an end the central hole of each bevel gear of the gear set for receiving an O-ring therein, such that when the bevel gear is drawn back due to centrifugal force, press on the O-ring generates a flexibility restoring force; whereby when inserting the axles into the central hole of the bevel gear along the cone surface, the axle is assembled to the periphery of the positioning block; and after assembling the gear set into the housing and connecting the cover with the housing as a whole, the helical gear at the end of the axle will engage with the bevel gear; when the speed control mechanism rotates, the cone surface of the central hole of the bevel gear will match with the cone surface of the axle; and under centrifugal force generated by the bevel gear of the gear set, the bevel gear would be drawn back to form a cone-engagement stopping force along an axis direction of the axles, thereby generating a damping force. Consequently, this reference is in no way similar to the present invention.

Accordingly, even if the disclosures of the cited reference are combined together, the combined disclosure fails to teach each and every element of the claimed invention and so the subject matter sought to be patented as a whole would not have been obvious to one of ordinary skill in the art.

The applicant has reviewed the prior art as cited by the Examiner but not used in the rejection and believes that the new claim clearly and distinctly patentably defines over such prior art.

It is now believed that the subject Patent Application has been placed in condition of allowance, and such action is respectfully requested.

Respectfully submitted,



Signature

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